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SOURCE Borba.

NEW VESSELS READY;  
CRANES INSTALLED AT RIJEKA

FIRST YUGOSLAV TUG FINISHED -- Borba, No 69, 22 Mar 49

Rijeka -- The first tug to be built in Yugoslavia with Yugoslav facilities has been completed at the "Treo Maj" shipyard. Special attention has been paid toward providing good quarters for the crew. Cabins for four, lavatories, double-decker bunks, and messes have been built for their use.

Tugs have been built in Yugoslavia before, but their machinery was purchased abroad. Last year in this shipyard work was completed on the first steam-operated machinery of this type to be made in Yugoslavia. This made it possible for a complete ship to be built in Yugoslavia.

The tug made a 9-hour trial voyage in calm and rough seas, and the engine performed perfectly.

The tug will be operated by the "Brodospas" (Ship Rescue) Salvage Enterprise. It is equipped not only for towing ships but also for raising sunken ships, for pumping water out of them, and for putting out fires.

A second tug, now under construction, also will be built entirely in Yugoslavia.

REGULAT OCEAN VESSEL LAUNCHED -- Borba, No 66, 19 Mar 49

Split -- The workers' collective of the "Vicko Krstulovic" Shipyard has launched the rebuilt transoceanic cargo and passenger steamer Krivatska

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The SS Krivatska was built in 1945 in the US. In the spring of 1947, it struck a mine, which rendered it unfit for further navigation. It was so badly damaged that its American owners would not repair it, but the Yugoslav government bought it.

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The mine, which exploded in the ship's engine room, tore a 60-square-meter hole in the side of the ship. Although large-scale electric welding on the hull of a ship had never been done before in a Yugoslav shipyard, the workers' collective succeeded in covering the hole with plates electrically welded together.

Now that the ship is afloat, certain minor finishing operations are under way.

#### CRANES FOR RIJEKA HARBOR -- Borba, No 66, 19 Mar 49

Four cranes have been reconstructed from parts of damaged cranes salvaged from the sea by divers and have been set up on the "10 Rujna" Wharf in Rijeka Harbor. Of all the cranes in the harbor during the war, not one remained undamaged, and the harbor itself was 94-percent destroyed.

The capacity of the cranes has been increased by adding 3 meters at the top. Now each crane can lift a load of  $1\frac{1}{2}$  tons.

Three cranes received as reparations from Hungary were set up recently on what is now the Zagreb wharf, which had no cranes before the war. Installation of these cranes was delayed because the factory which built them kept putting off sending installation personnel, as a result of the Cominform Resolution. Finally the cranes were put up, in a very short time, by skilled workers from the "Treci Maj" Shipyard.

These cranes handle about 100,000 tons of freight plus about 150,000 tons of unit goods per month.

#### SPECIAL TRAINS FOR TOURISTS -- Borba, No 70, 23 Mar 49

During the tourist season, eight special trains per month, with accommodations for 500 passengers, will be run from Belgrade to the Adriatic coast. Four of the trains will go to Split via Zagreb and four to Rijeka.

Last year one of the chief defects of the tourist season was the lack of transportation for tourists. Special trains were run only on occasions to the largest resorts. This year workers who wish to spend their annual vacations on the Adriatic will be assured of a place on a special train, under the terms of a contract signed by the "Putnik" (Traveler) Travel Agency and the Ministry of Railroads.

If there are not enough passengers from Belgrade, the special trains will be made up in the Zagreb station, and tourists will travel as far as Zagreb in special cars on regular trains. There will also be a motor train to carry tourists from Sarajevo to Zelenika.

The Jadranska Liniska Plovidba (Adriatic Navigation Line) will furnish water transportation every day except Sundays, so that tourists may continue their journey from Split or Rijeka without delay.

The travel agency also has signed contracts with hotel enterprises providing that rooms and beds will be assigned only to persons who have registered with the agency.

The first special train will be made up at Zagreb on 13 April.

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